

INFORMATION REPORT

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1. Since early July 1952, the motor vessels Kallsco, Komphaan, Grassholm, Crowlin and Carl Clausen have been trading between Gdynia and Hull. Blueberries from Poland were shipped to England in special cold storage holds. Originally, London and Hamburg were to be the unloading harbors, but up to now only Hull has been called at. Under the charter clauses all ships will return in ballast from Hull to Gdynia. The vessels were chartered for at least four and not more than seven voyages. The charter will presumably expire by the end of August. The ships were chartered by the Polfracht, Gdynia, for the Polish Ocean Lines (PLO), Gdynia. (1)
2. The latest ship of the PLO is the U.S. Fryderyk Chopin, formerly the Wisconsin, 8,061 GRT. The ship is intended for the China trade. She will leave Gdynia for her first voyage presumably on 20 August 1952. Captain Kombowski (fnn), formerly master of the U.S. Lechistan, was appointed master of the U.S. Fryderyk Chopin. Captain Kombowski is said to be an experienced China trader. (2)
3. The firm of Bertling, shipbrokers in Hamburg, received a shipping offer from Poland concerning 1,000 tons of cellulose, warehoused in Sweden and bound for Taku Bar. The PLO in Gdynia refused to load this cellulose on Polish ships in Hamburg for Taku Bar. The cargo is to be loaded on a China-bound ship in Gdynia. Therefore, the

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Portling firm is trying to get the cellulose carried from Sweden to Hamburg aboard a ship of the Methies Shipping Company, and from Hamburg to Gdynia aboard a Polish cargo liner. A marine steam engine, manufactured by the Maschinenfabrik Christiansen and Leyer (Engine Builders) in Hamburg-Harburg is stored in Warehouse No 41 A, at the usual berth for Polish ships in Hamburg. Its total weight is 70 tons, and the component parts are packed in 36 crates. This engine is destined for Poland. (3)

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Comments:

- (1) For the chartering of the M.S. Hallsoe, Kamphaan, Grossholm, Crowlin and Carl Clausen, [redacted]
- (2) The S.S. Bryderyk Chopin, 8,061 GRT, formerly the Wisconsin of the Cie Generale Transatlantique, Paris, had been lying in Le Havre for repair after a collision in November 1951. She was purchased by PLO and left Le Havre for Sweden on 2 August 1952. She was lying in Kiel from 6 to 9 August for repair to her refrigerating plant.
- (3) This marine engine is presumably intended for the former Stachan shipyard in Danzig. In 1951, the Christiansen & Leyer firm had sent an engine to supervise the assembly and installation of engines there.

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